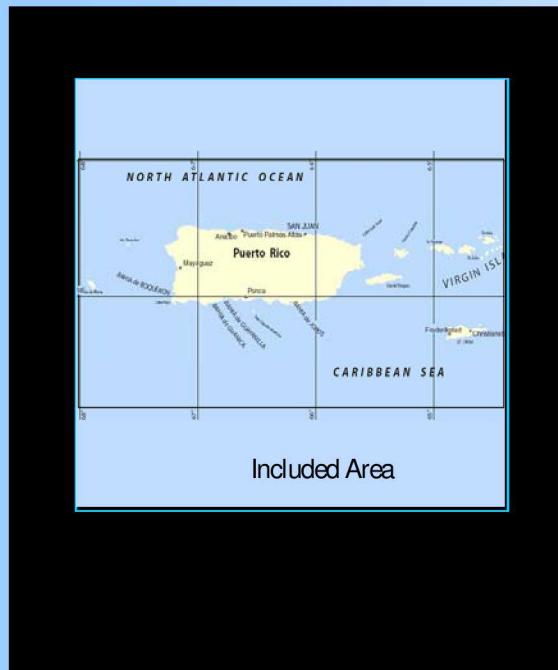


# BookletChart<sup>TM</sup>

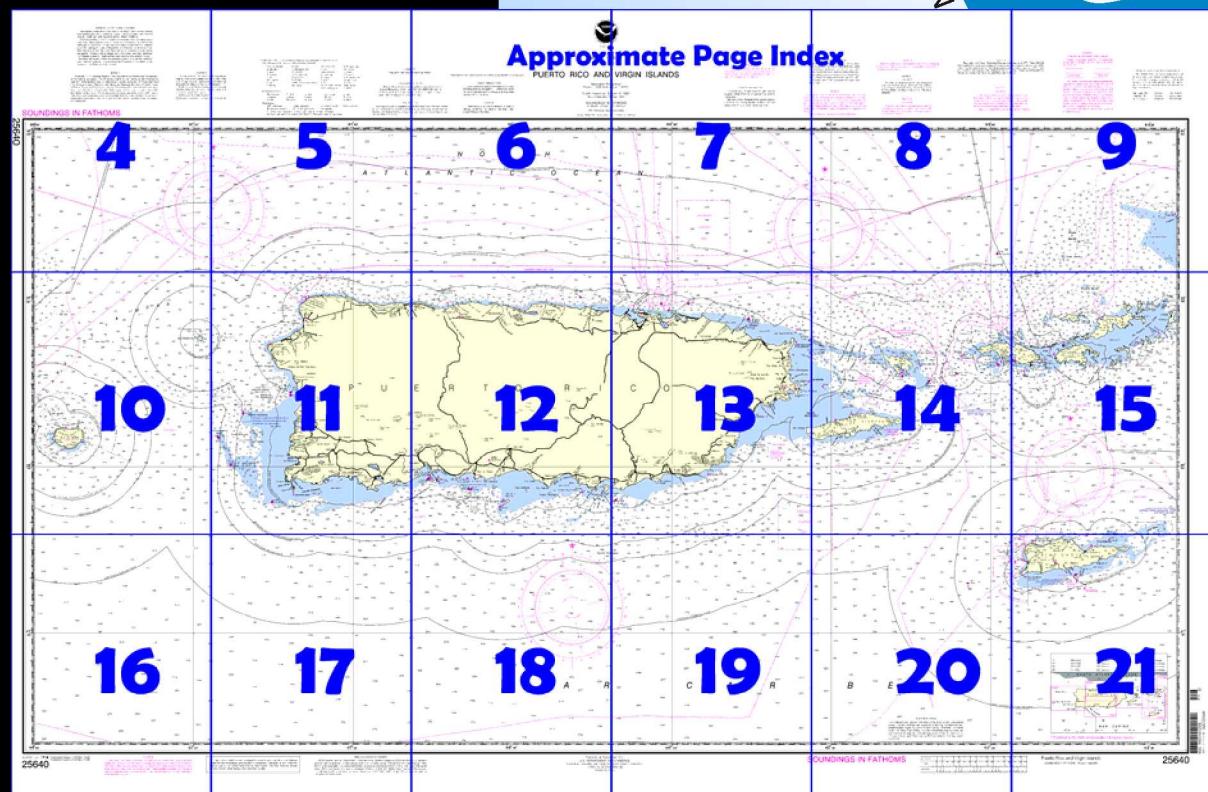
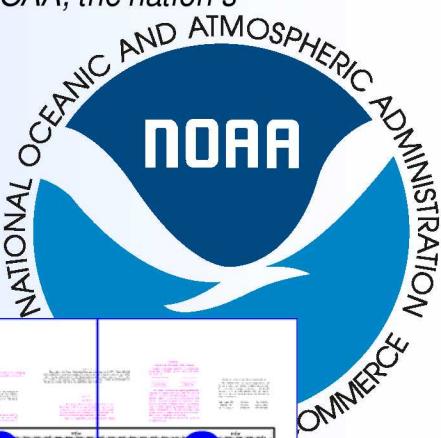
## Puerto Rico and Virgin Islands

(NOAA Chart 25640)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



## **What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

## **What is a BookletChart™?**

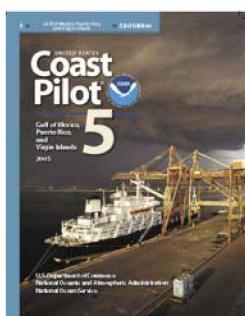
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

## **Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 5, Chapter 13 excerpts]**

(128) **Canal de la Mona (Mona Passage)**, 61 miles wide between the W end of Puerto Rico and the E end of Hispaniola, is one of the principal entrances to the Caribbean Sea. Three small islands are located in the passage: Isla de Mona and Isla Monito about midway in the S part, and Isla Desecheo about 12 miles W of the extremity of Puerto Rico in the N part.

(129) On the W side of Canal de la Mona, a bank extends from Cabo Engano, the E extremity of Hispaniola, for 23 miles, with a least depth of 26 fathoms. Depths of 5 to 20 fathoms have been reported on the bank about 7 miles SSE of Cabo Engano (chart #25008). Strong tide rips and heavy swells, caused by the meeting of contrary currents, are visible for many miles and mark the position of this bank. On the E side of the passage, an extensive bank makes off from the W coast of Puerto Rico extending up

to 15 miles offshore. The W coast of Puerto Rico is described later in this chapter.

(130) Tidal currents set generally S and N through Canal de la Mona. Varying nontidal flows, depending to a great extent upon the velocity and direction of the wind, combine with the tidal current. An average nontidal current of about 0.2 knot setting approximately NNW is generally experienced during all seasons. In summer, when the trade wind has slackened and blows more from the E and ESE, a strong countercurrent sets E off the S coast of Hispaniola. This countercurrent occasionally induces a N set in the passage.

(131) A 3.5-knot current, setting approximately WSW, has been reported in the passage N of Isla de Mona. Observations made on the NW edge of the bank about 13 miles W of Punta Guanajibo, Puerto Rico, gave a velocity of about 1 knot for both S and N strengths.

(132) The tidal currents also set with considerable velocity, especially near the shore S of Cabo Engano, where they have been reported to set with a velocity of 3.5 knots during the month of May, with ebb currents setting NE for 3 hours and flood currents setting SW for 9 hours. The duration of these currents has also been reported to be the reverse, and at other times to be of the usual duration of 6 hours.

(133) The passage presents little difficulty in navigation, except that caution must be used in the vicinity of Isla Saona off the SE coast of Hispaniola, which is low and foul. This island should be given a berth of at least 6 miles. Heavy squalls may be expected in the summertime.

### **[Coast Pilot 5, Chapter 14 excerpts]**

(28) Most of the Virgin Islands are situated on the S side of **Virgin Bank** which extends in an E and ENE direction for 86 miles from the E end of Puerto Rico. For about 50 miles the bank trends E, averaging 25 miles in width, and then swings slightly ENE, increasing in width to 32 miles. It terminates close beyond the SE extremity of Anegada Island in a point several miles wide.

(29) The bank is an ocean shelf, with abrupt drops in depths near its edges. On the N side of the island group, W of 64°40'W. and within half a mile of the islands, the general depths range from 18 to 40 fathoms except for the outlying banks. E of this line, the depths gradually decrease until soundings of 6 fathoms are found about 0.8 mile off the W end of Anegada Island. On the S side of the island group, the depths differ considerably from those on the N side. The S side is bold and well sided, and lies from 1 to 7 miles off the islands; general depths of 8 to 33 fathoms are found in this area. Close within the outer edge of the bank is a narrow ledge of coral that extends almost unbroken from Horse Shoe Reef, at Anegada Island, to Isla de Vieques. This ledge, about 200 yards wide, has depths of 11 to 19 fathoms.

(30) **Whale Banks**, about 13 miles N of Tortola Island and 15 miles W of Anegada Island, are two patches with depths of 12 to 20 fathoms on the N bank and a least depth of 10 fathoms on the S bank. **Turtle Head**, a coral reef covered 6 fathoms, is about 10 miles N of Jost Van Dyke Island and 13 miles NW of Tortola Island. **Barracouta Banks** about 8 miles NW of Jost Van Dyke, consist of several patches covered by 11 to 20 fathoms. **Kingfish Banks**, about 5 miles NNE of Jost Van Dyke Island, are two coral patches with 8 fathoms over them.

# Table of Selected Chart Notes

Corrected through NM Nov. 15/08  
Corrected through LNM Nov. 11/08

## HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:326,856 at Lat. 18°00'

North American Datum of 1983  
(World Geodetic System 1984)

## SOUNDINGS IN FATHOMS AT MEAN LOWER LOW WATER

### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See the National Geospatial-Intelligence Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### NOTE E CAUTION

Mariners are cautioned against anchoring, dredging or trawling within the area of the dashed magenta lines due to the presence of underwater cables.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.15° southward and 1.39° eastward to agree with this chart.

### NOTE C CAUTION

This chart is intended for offshore navigation only. Inshore areas, detailed information, including navigational aids, has been omitted. In these areas use large scale charts. See index diagram.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Juan, PR	WXJ-69	162.40 MHz
Maricao, PR	WXJ-68	162.55 MHz
St. Thomas, VI	WXM-96	162.475 MHz

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○(Accurate location) o(Approximate location)

### CAUTION

**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

### NOTE B

Mariners are cautioned against anchoring, dredging or trawling in this area due to the possible existence of unexploded ordnance.

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the National Geospatial-Intelligence Agency, Geological Survey, Corps of Engineers, U.S. Coast Guard, and British Admiralty charts.

### HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

### NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

### NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

### ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aerialmatic	G green	Mo morse code	R TR radio tower
AI alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WhIS whistle
		R Brn radiobeacon	Y yellow

#### Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand

#### Miscellaneous:

AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

### PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

#### HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

#### NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
○ (Accurate location)    ○ (Approximate location)

#### ABBREVIATIONS Aids to Navigation

AERO aeron  
A alternating  
B black  
Bn beacon  
C con  
DIA diaphon  
F fixed  
Fl flashing

Bottom characteris

Bds boulders  
br broken

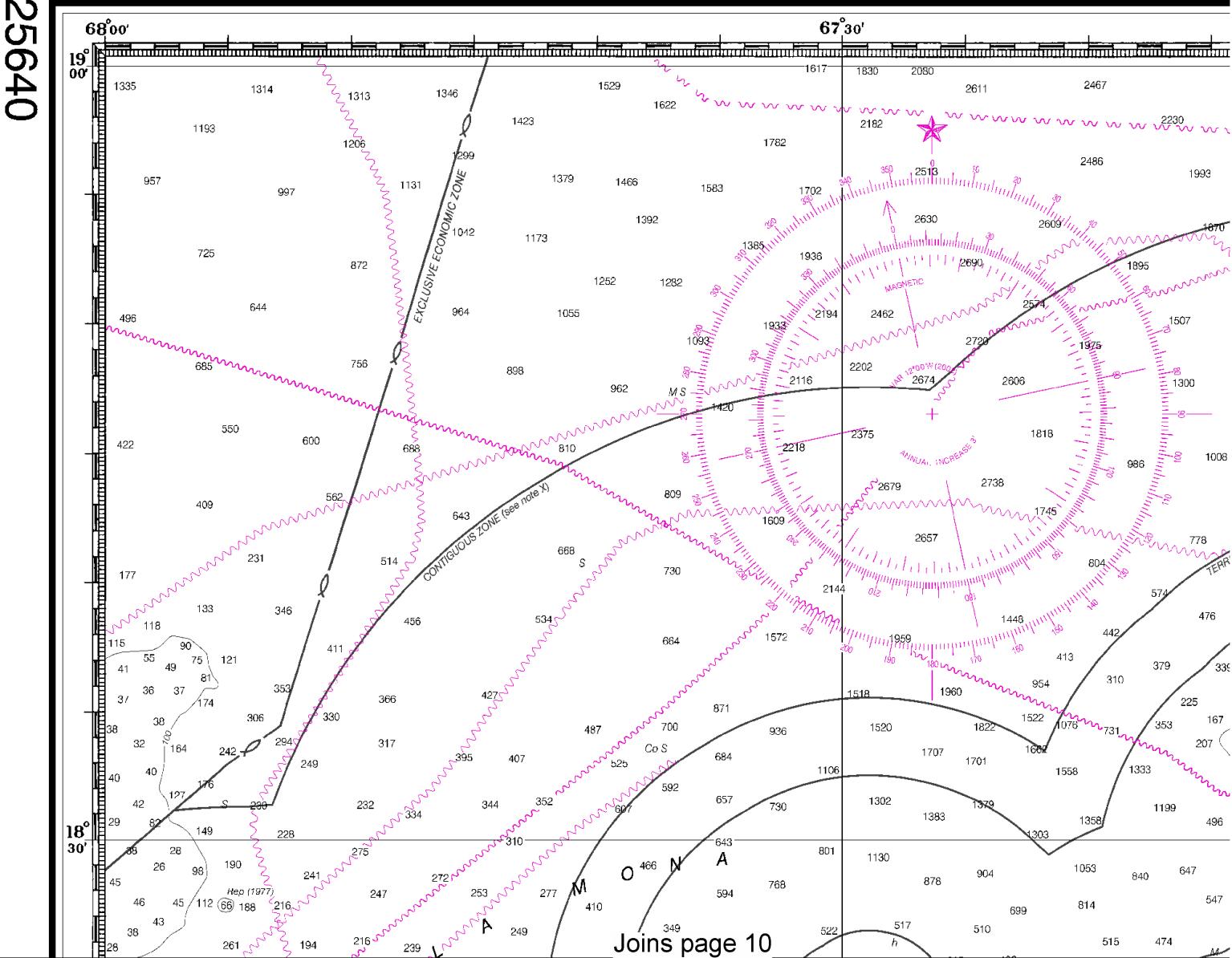
Cy clay

Miscellaneous:

AUTH autho  
EU existenc  
Wreck, i  
(2) Rocks th

## SOUNDINGS IN FATHOMS

25640



JS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Ion lights are white unless otherwise indicated.

nautical ting	G green	Mo morso code	R TR radio tower
in	IQ interrupted quick	N nun	Rot rotating
	Iso isophase	OBSC obscured	s seconds
in	LT HO lighthouse	Oc occulting	SIC sector
one	M nautical mile	Or orange	SI M statute miles
	mt minutes	Q quick	VQ very quick
	MICRO TR microwave tower	R red	W white
3	Mkr marker	Re Ref radar reflector	WHIS whistle
		R Br radiobeacon	Y yellow
exist:			
iders	Co coral	gy gray	Heights
n	G gravel	h hard	Heights in feet above Mean High Water.
	Gre grass	M mud	
		Oys oysters	
		Rk rock	
		Sh shells	
		S sand	
		so soft	
		St sticky	
thorized	Obstr obstruction	PD position doubtful	POLLUTION REPORTS
no doubt	PA position approximate	Rep reported	Report all spills of oil and hazardous substances to the
		Subm submerged	National Response Center via 1-800-424-8802 (toll free), or
			to the nearest U.S. Coast Guard facility if telephone com-
			munication is impossible (33 CFR 153).
			AUTHORITIES
			Hydrography and topography by the National Ocean Service, Coast
			Survey, with additional data from the National Geospatial-Intelligence
			Agency, Geological Survey, Corps of Engineers, U.S. Coast Guard, and
			British Admiralty charts.

#### HEIGHTS

Heights in feet above Mean High Water.

Additional information can be obtained at nauticalcharts.noaa.gov.

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

#### AUTHORITIES

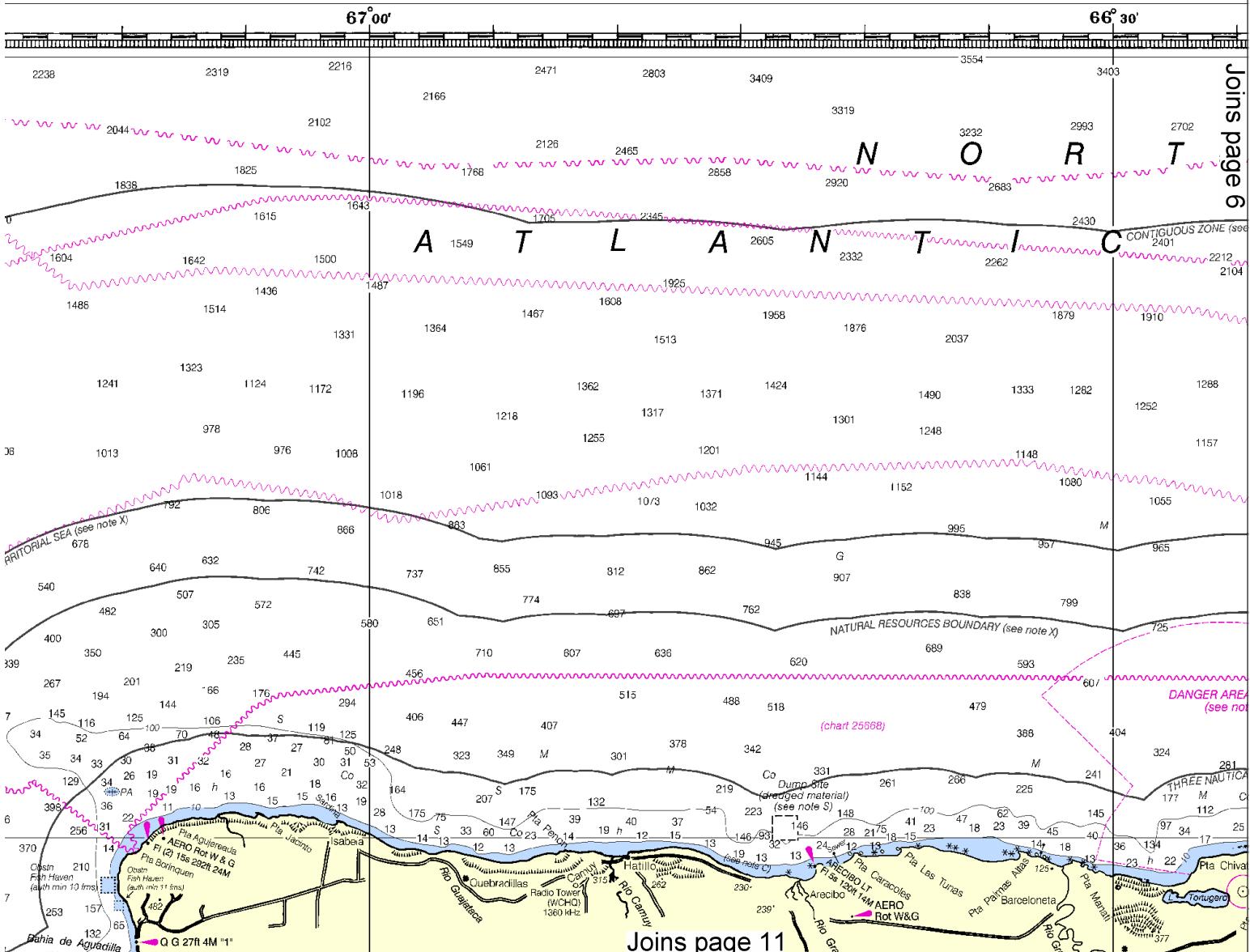
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the National Geospatial-Intelligence Agency, Geological Survey, Corps of Engineers, U.S. Coast Guard, and British Admiralty charts.

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

67° 00'

66° 30'



Join page 11

This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:435808. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

5



## THE NATION'S CHARTMAK

WEST INC

TR	radio tower
:	rotating
seconds	
C	sector
M	statute miles
:	very quick
white	
HIS	whistle
yellow	
soft	
shells	
sticky	

## HEIGHTS

#### HEIGHTS

Heights in feet above Mean High Water

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 183).

## AUTHORITIES

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RADAR REFLECTORS

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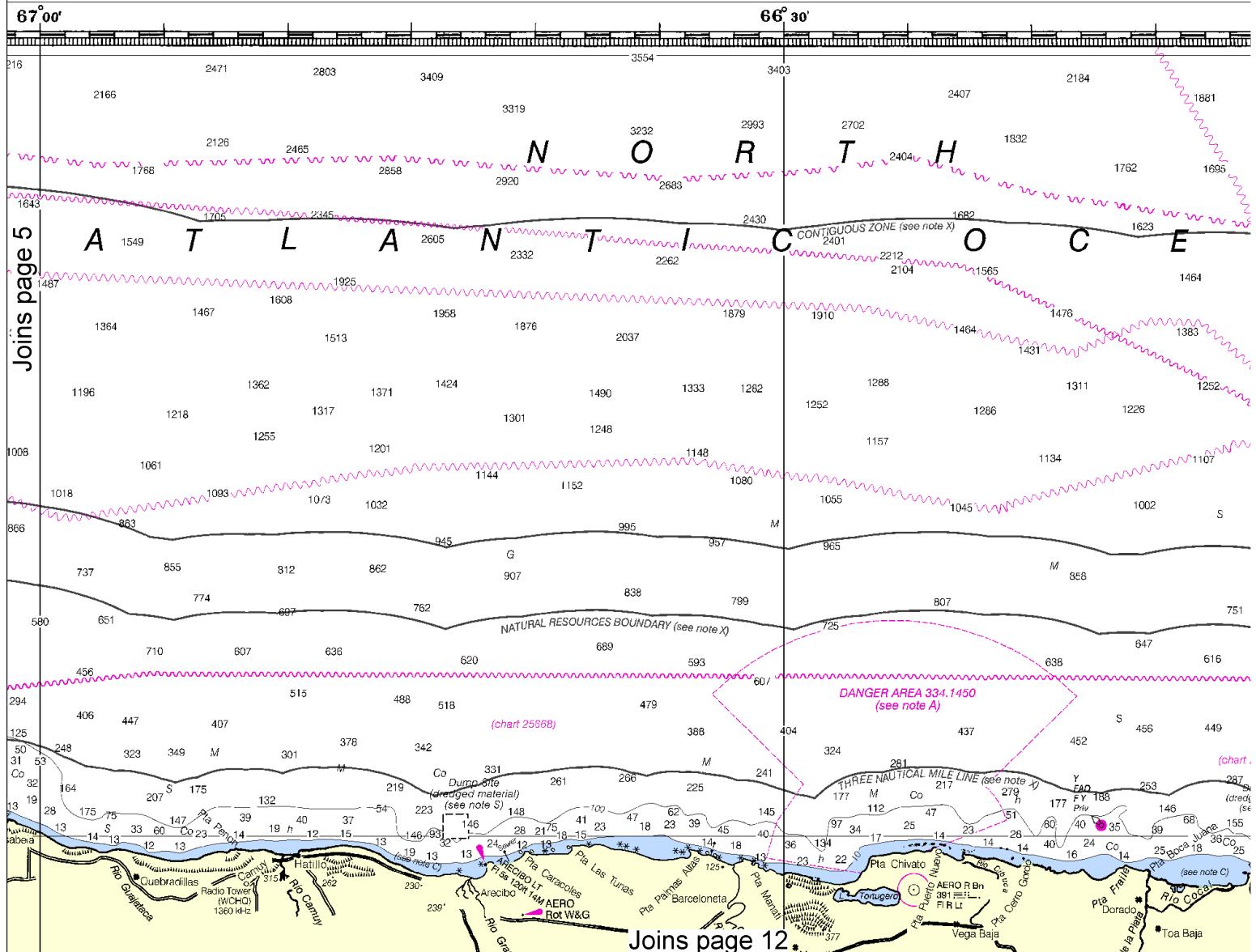
Mercator Proj  
Scale 1:326,856 at

North American Dat  
(World Geodetic Sys

## SOUNDINGS IN F AT MEAN LOWER LC

(For offshore naviga

Formerly C&GS 920, 1st Ed., Sept. 190





AKER SINCE 1807

IDIES

# VIRGIN ISLANDS

jection  
Lat. 18°00'

atum of 1983  
ystem 1984)

FATHOMS  
LOW WATER  
(ation only)

901 C-1901-37 KAPP 414

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See the National Geospatial-Intelligence Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

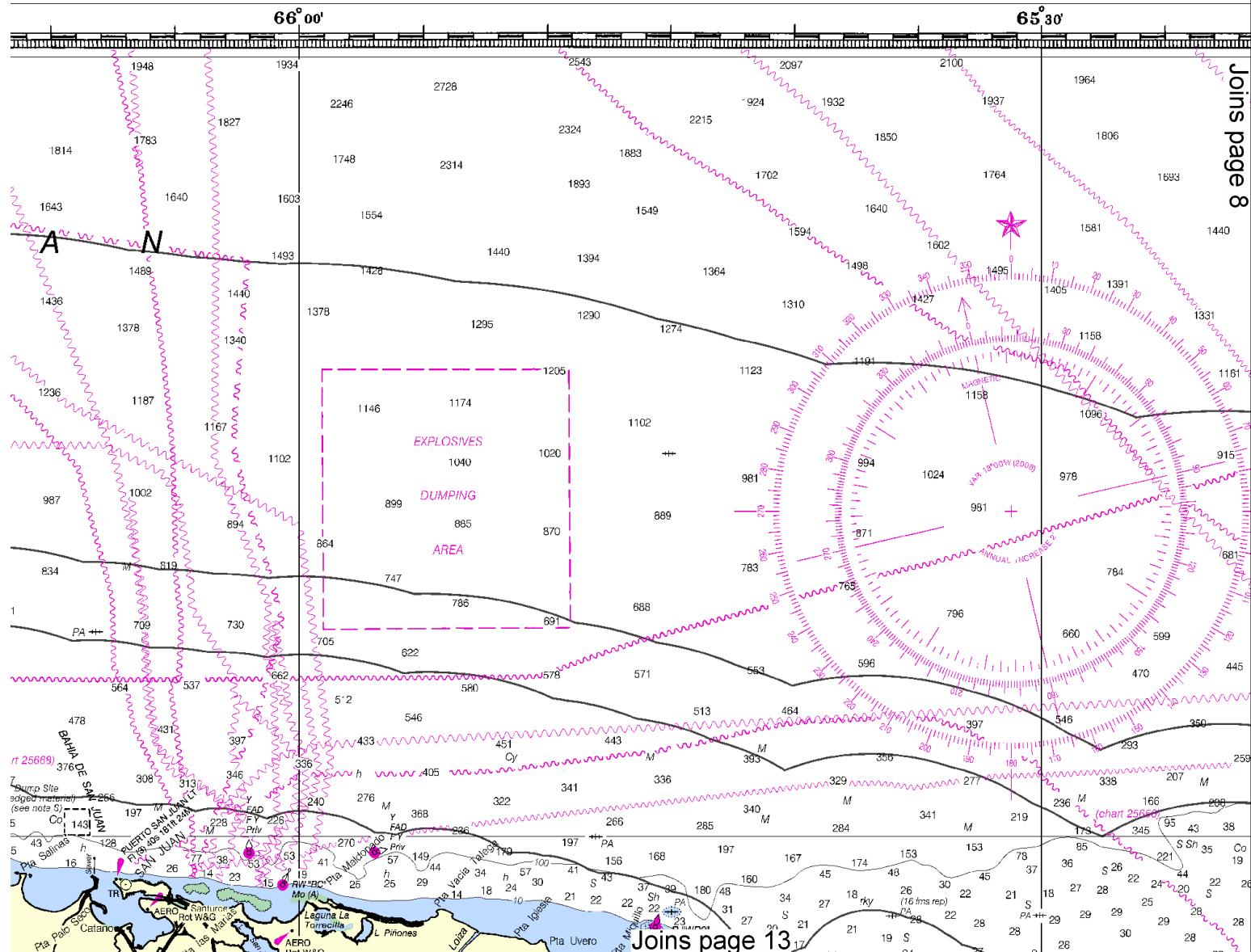
## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.159° southward and 1.390° eastward to agree with this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,

NGA Weekly Notice to Mariners: 0910 2/27/2010,

Canadian Coast Guard Notice to Mariners: n/a .

7

## **WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See the National Geospatial-Intelligence Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.159° southward and 1.390° eastward to agree with this chart.

## NOTE B

Mariners are cautioned against anchoring, dredging or trawling in this area due to the possible existence of unexploded ordnance.

**NOTE C  
CAUTION**

This chart is intended for offshore navigation only. In inshore areas, detailed information, including navigational aids, has been omitted. In these areas use large scale charts. See index diagram.

**NOTE E  
CAUTION**

Mariners are cautioned against anchoring, dredging or trawling within the area of the dashed magenta lines due to the presence of underwater cables.

Joins page 7

65°30'

Joins page 14



**NOTE S**

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

**NOTE F**

**CAUTION**

The area within a 4-mile radius of Limetree Bay Channel Entrance Lighted Buoy 2 is constantly congested with very large tank vessels. All vessels are advised to avoid loaded tank vessels and use extreme caution in and near this 4-mile area.

See U.S. Coast Pilot 5 for additional information.

**CAUTION**

**SUBMARINE PIPELINES AND CABLES**

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area



Cable Area

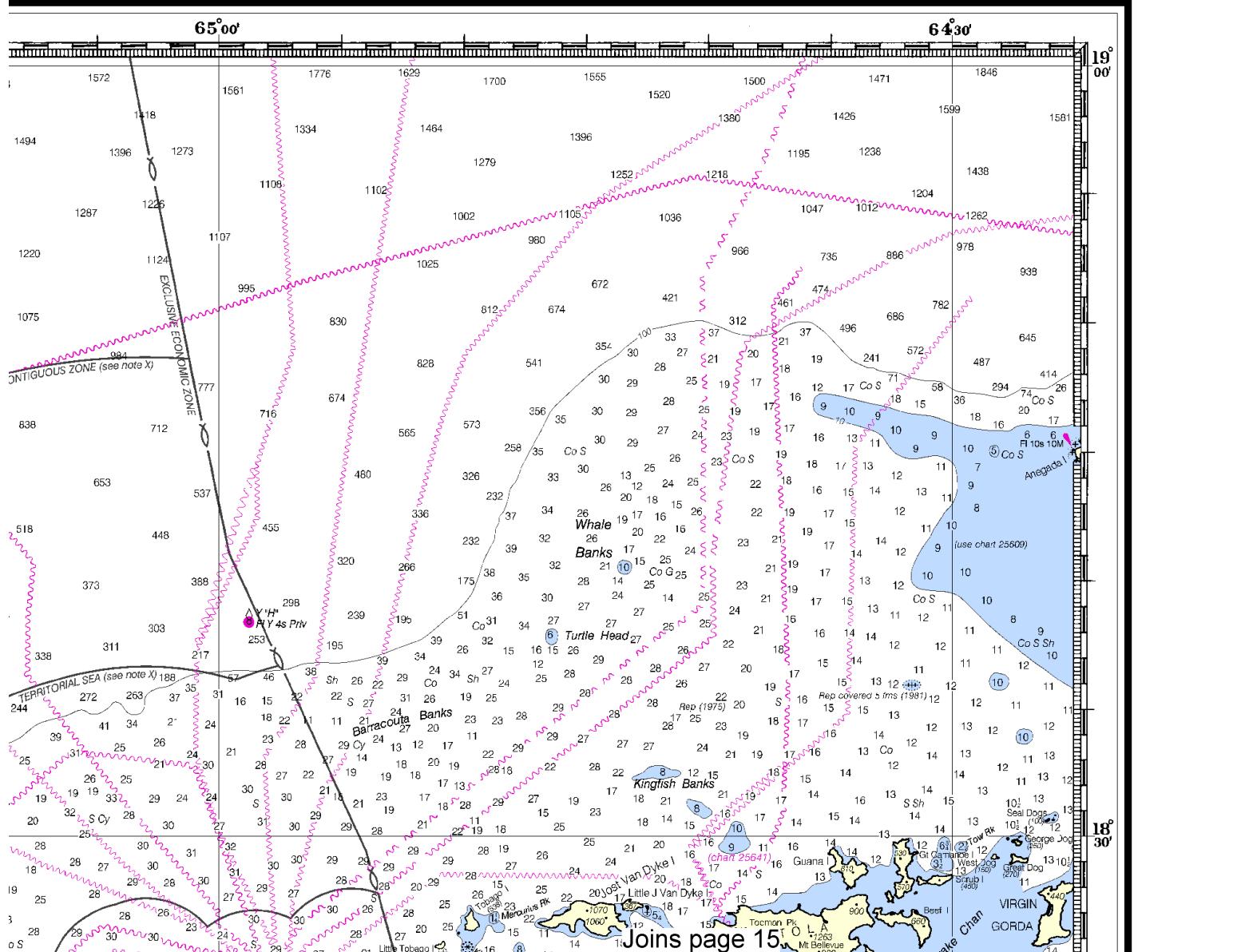
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

**NOAA WEATHER RADIO BROADCASTS**

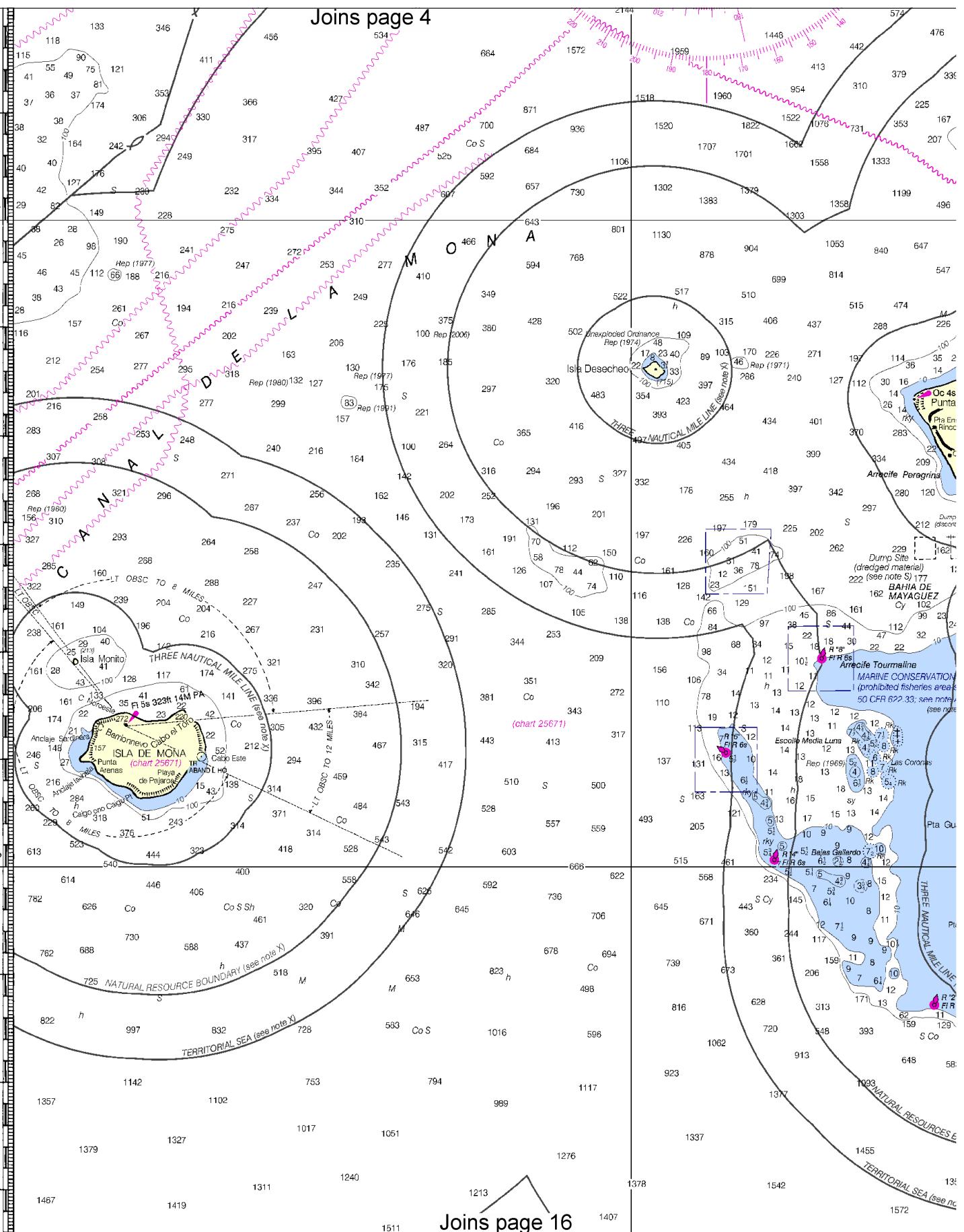
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Juan, PR	WXJ-69	162.40 MHz
Maricao, PR	WXJ-68	162.55 MHz
St. Thomas, VI	WXM-96	162.475 MHz



18°  
30'

18°  
00'



Joins page 16



P U E R T O

• 1739

• 1023

Pico Montuso  
2297

2969 Pico Santa Anna

• 2625 Pco. Fraile  
2497

• 3409 Cerro Vortoro

• 3497 Pico Medio  
2969• 3432 Cerro de Penuelas  
3153• 3970 Pico Pinto  
2064

• 4085

• 3960

• 4400

• 4226

• 4094

• 3566

• 3442

• 3369

• 3615

• 3615

• 3370

• 305

• 2123

Juana Diaz

Pta. Pasillo

Río Descalabrido

Pta. Cayito

Cayo Berberia

Pta. C

Isla de la Muertos

16 17 18 19 20 21 22

10 11 12 13 14 15 16

222 193 100 114 122

658 434

493 434

676 712

802

676 712

1006 1230

Cy S 768

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Cy S

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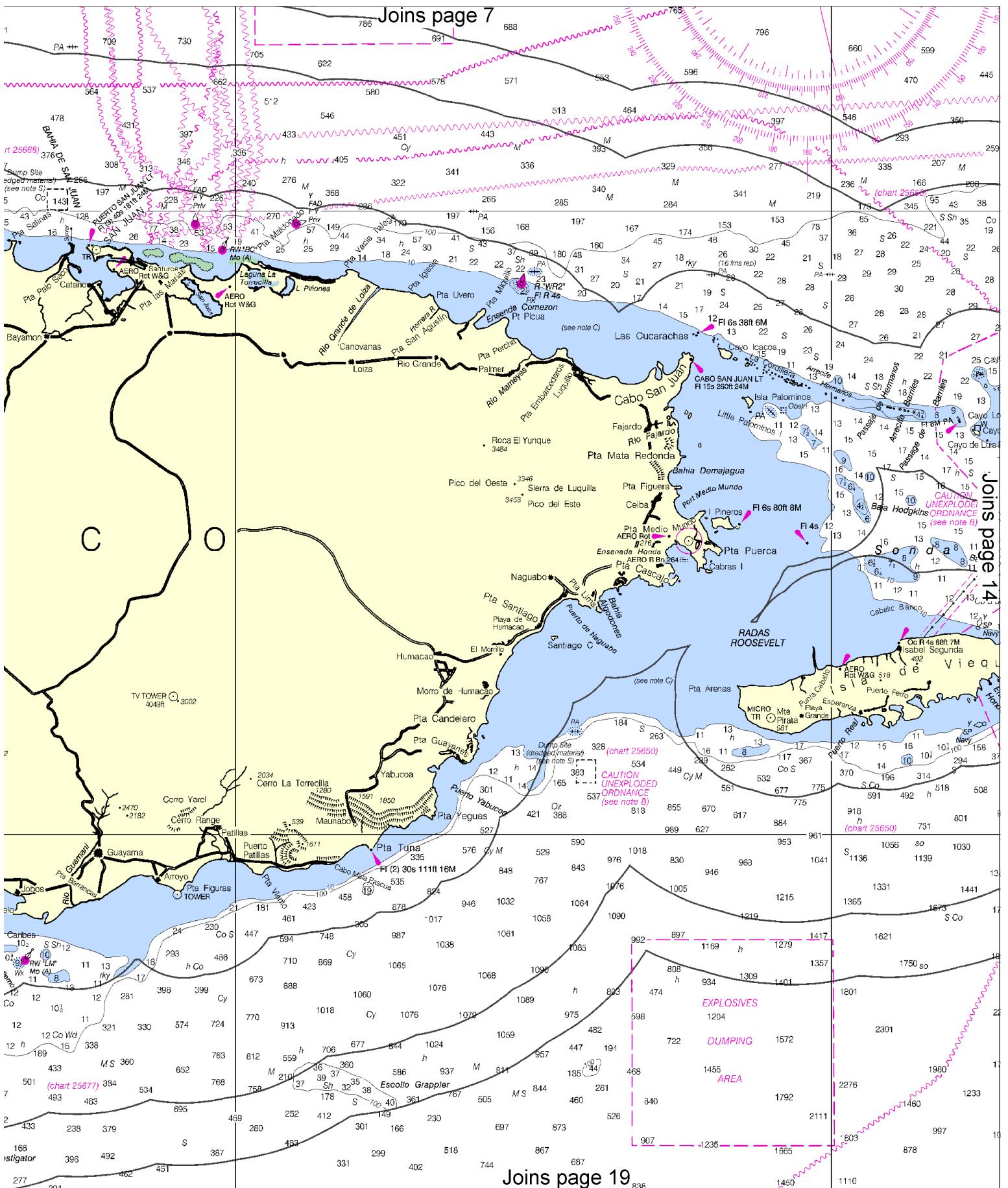
Page 11

**Joins page 18**

Joins page 18

12

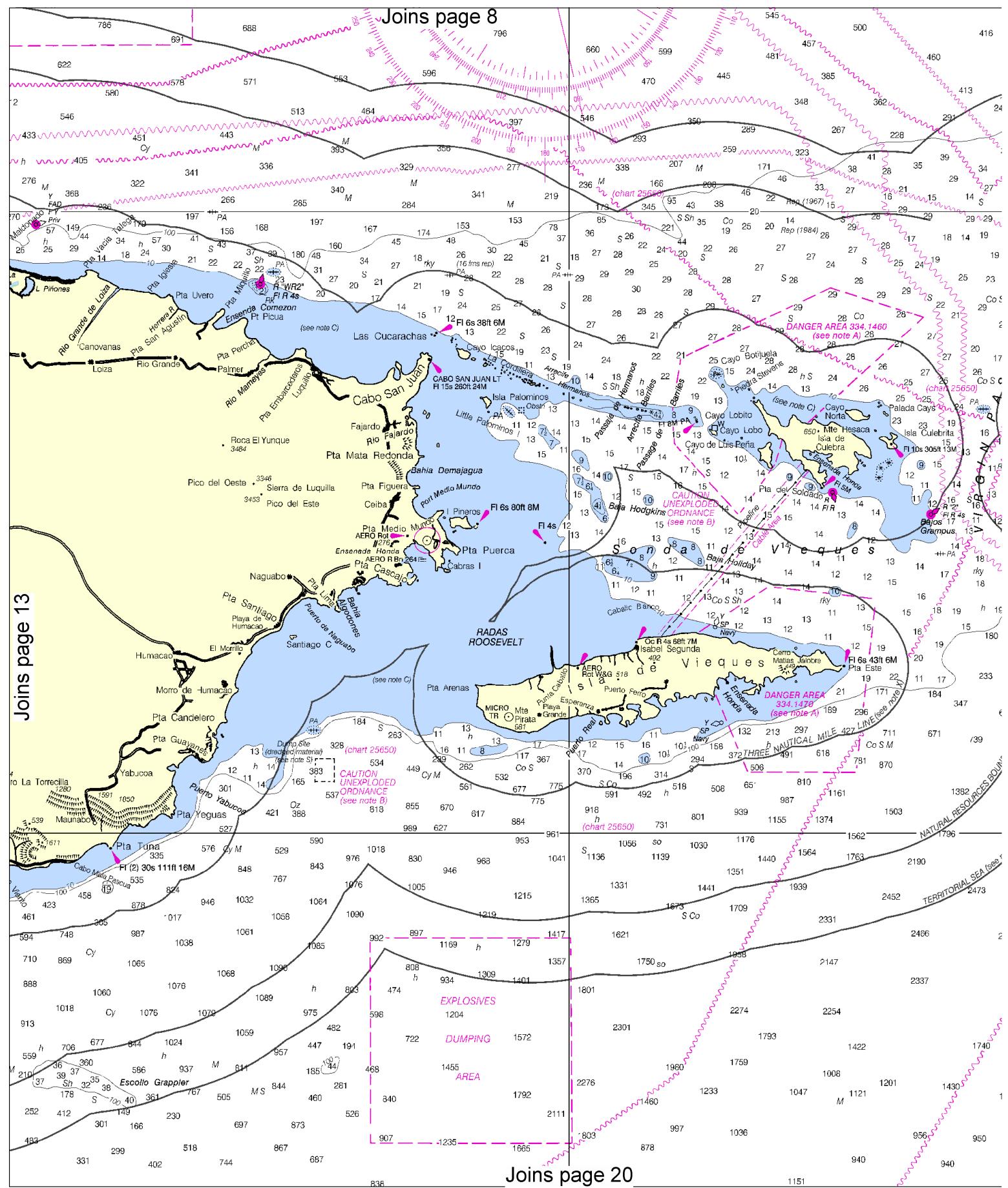


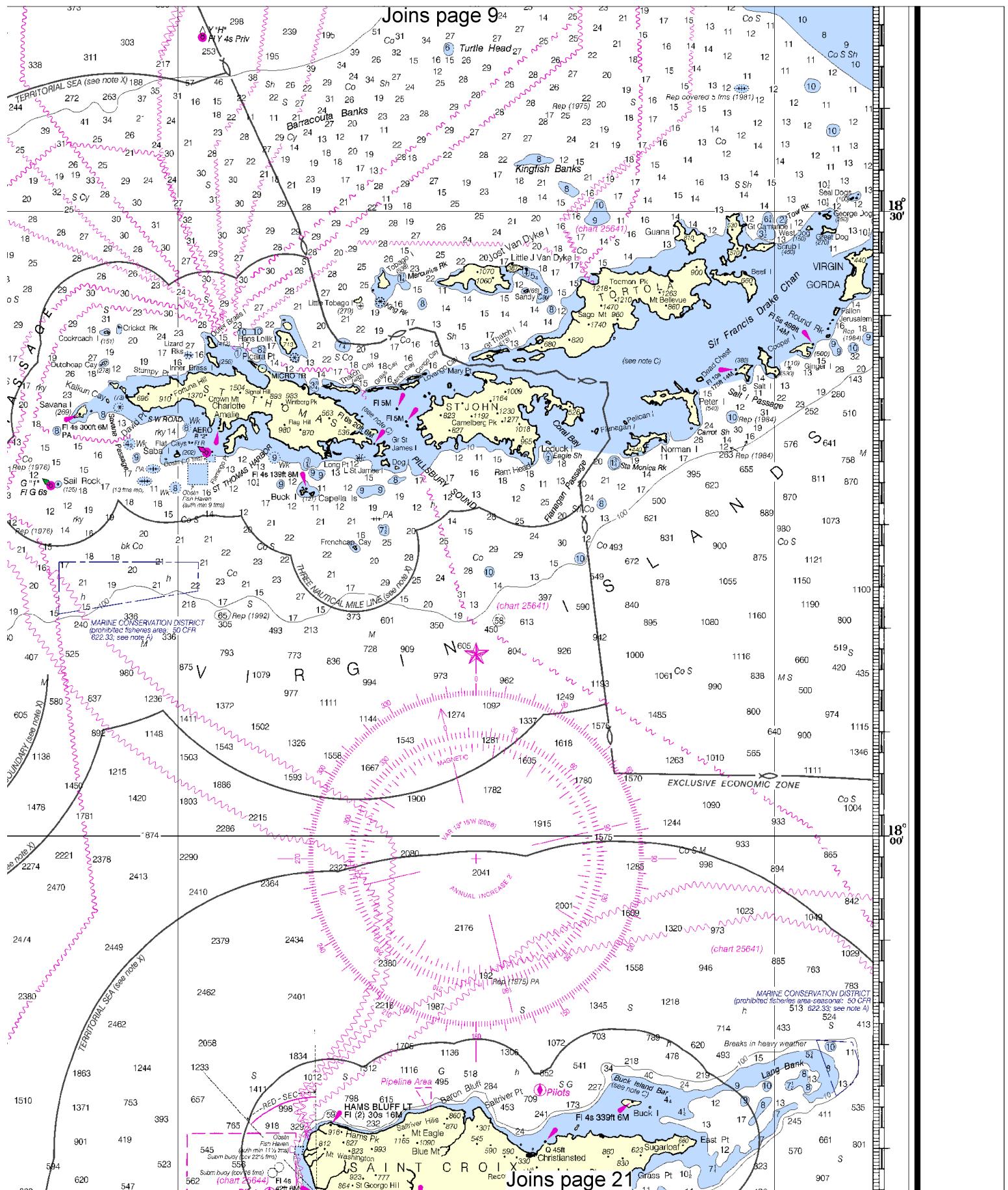


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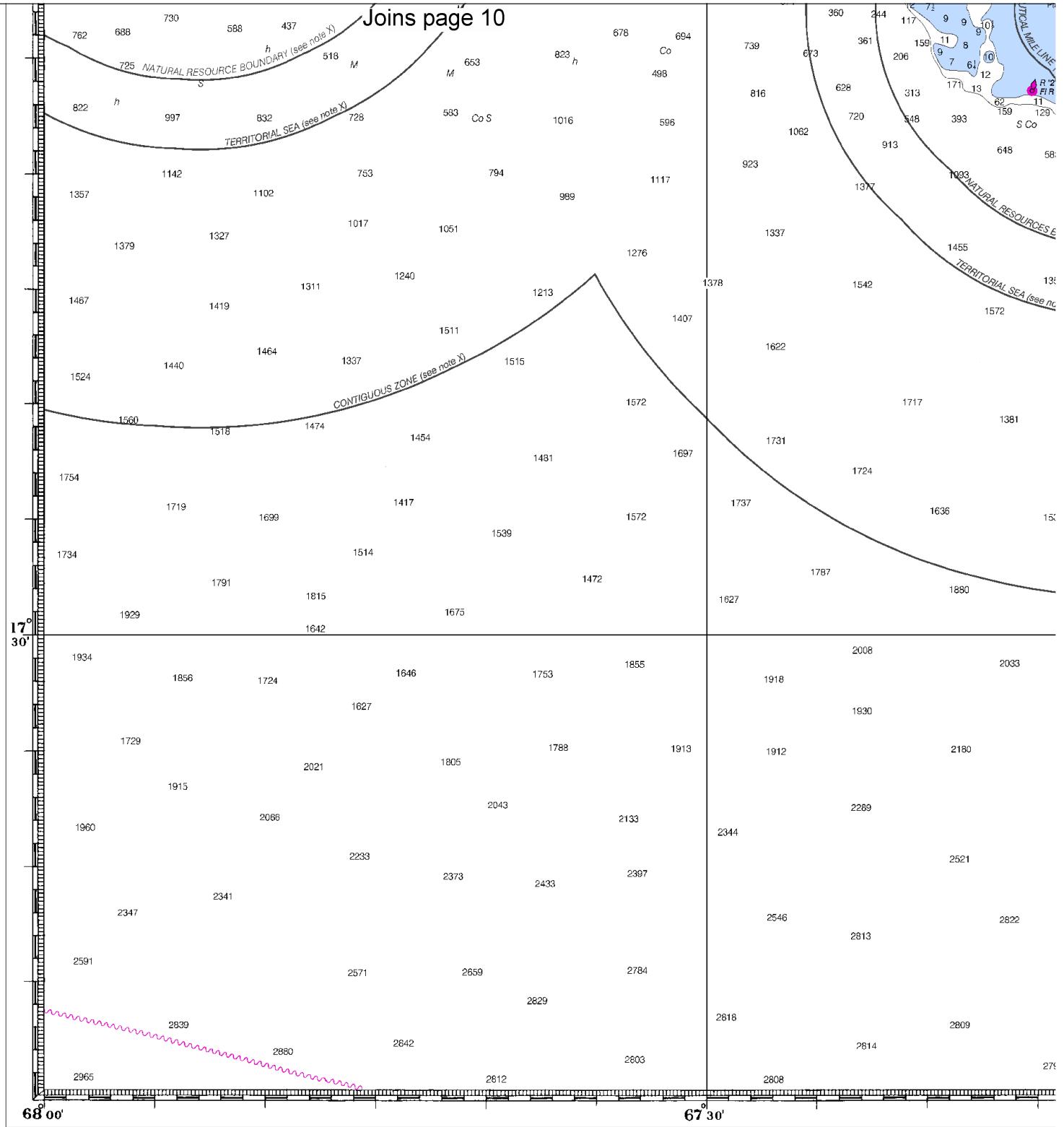
Joins page 13

Joins page 20





# Joins page 10



43rd Ed., Nov. 08 ■ Corrected through NM Nov. 15/08  
Corrected through LNM Nov. 11/08

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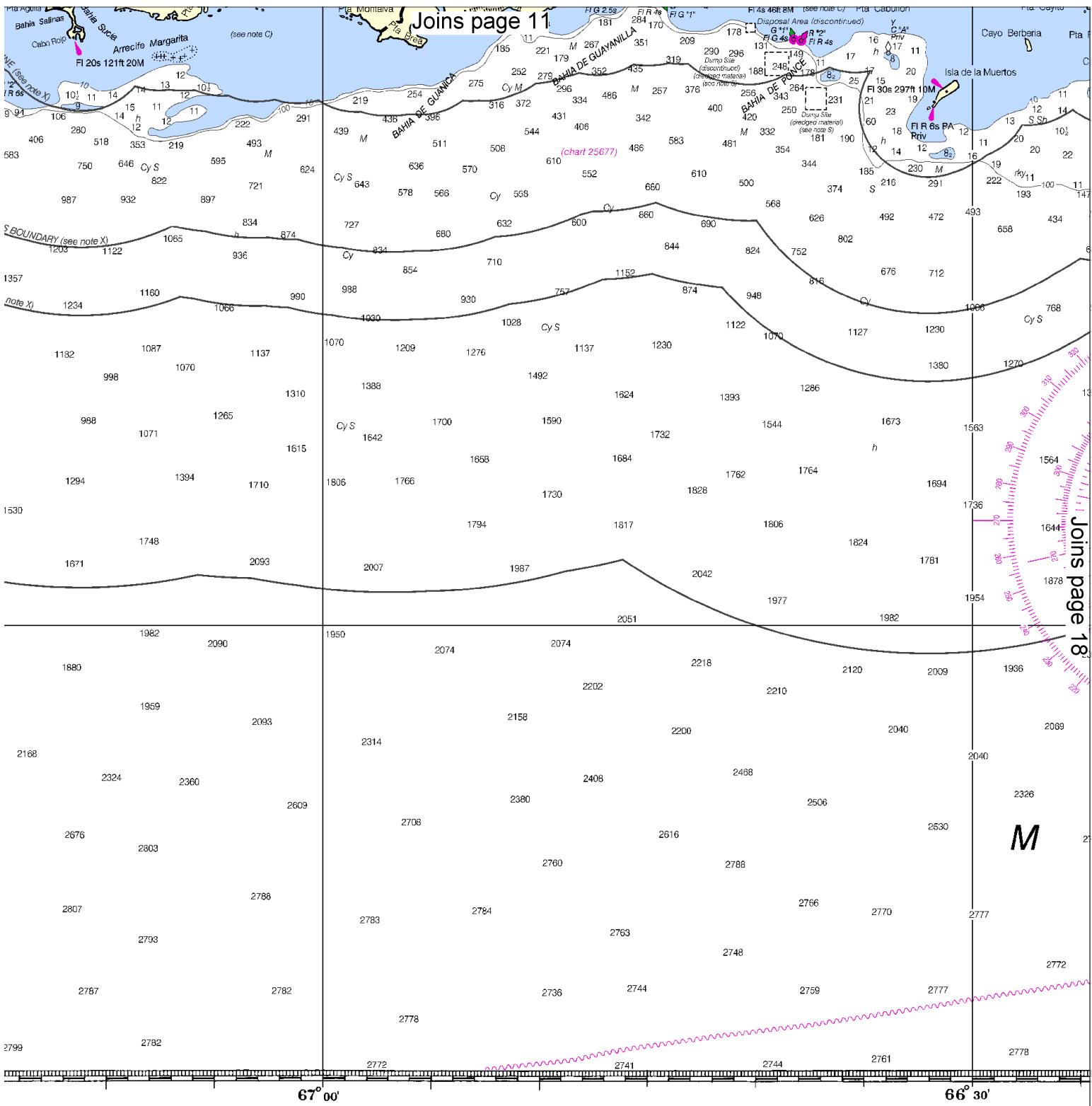
## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, and improvements to this chart to the Chief, Marine Chart Division (N/CS2 Service, NOAA, Silver Spring, Maryland 20910-3282).

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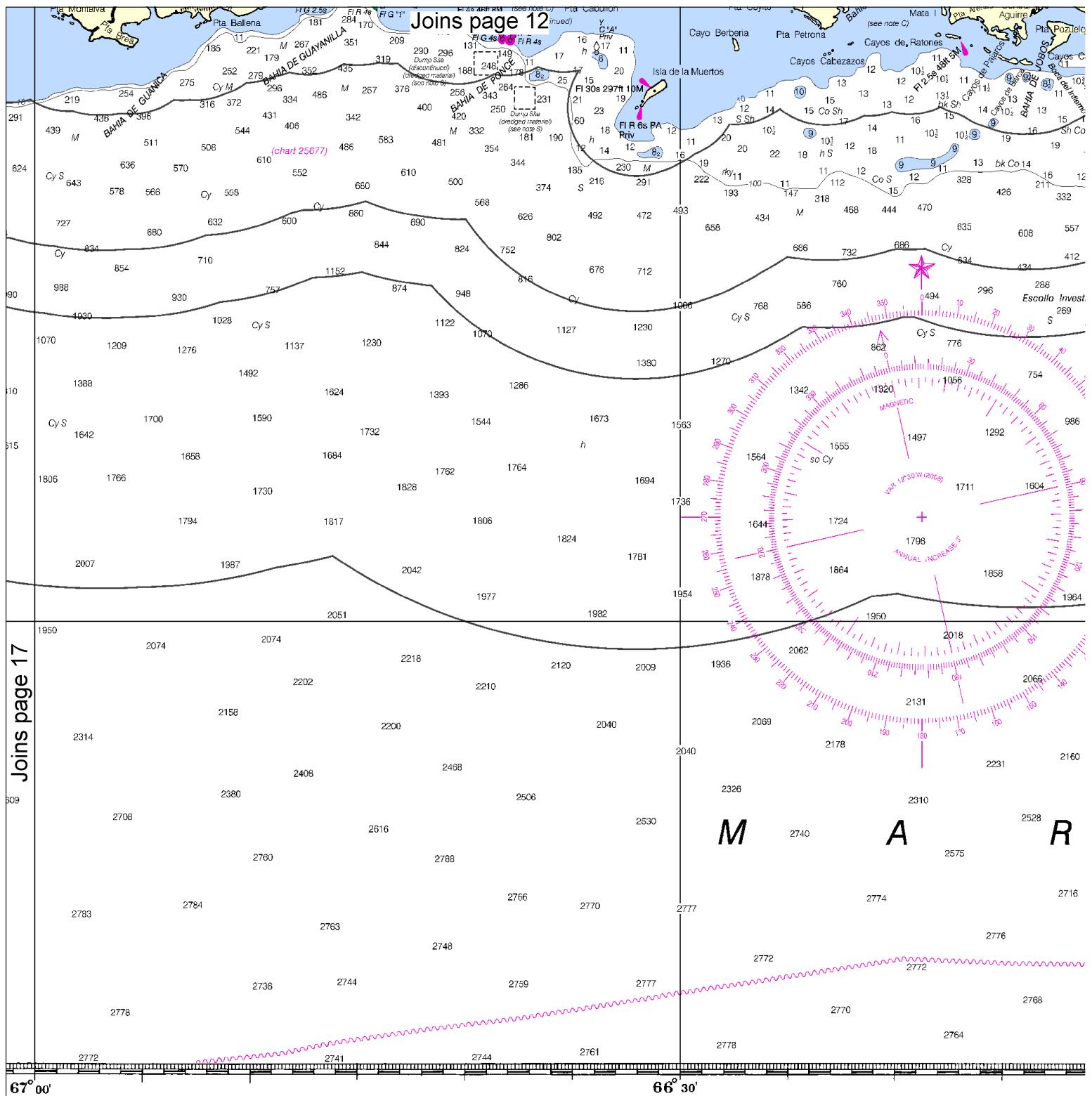
#### PRINT-ON-DEMAND CHARTS

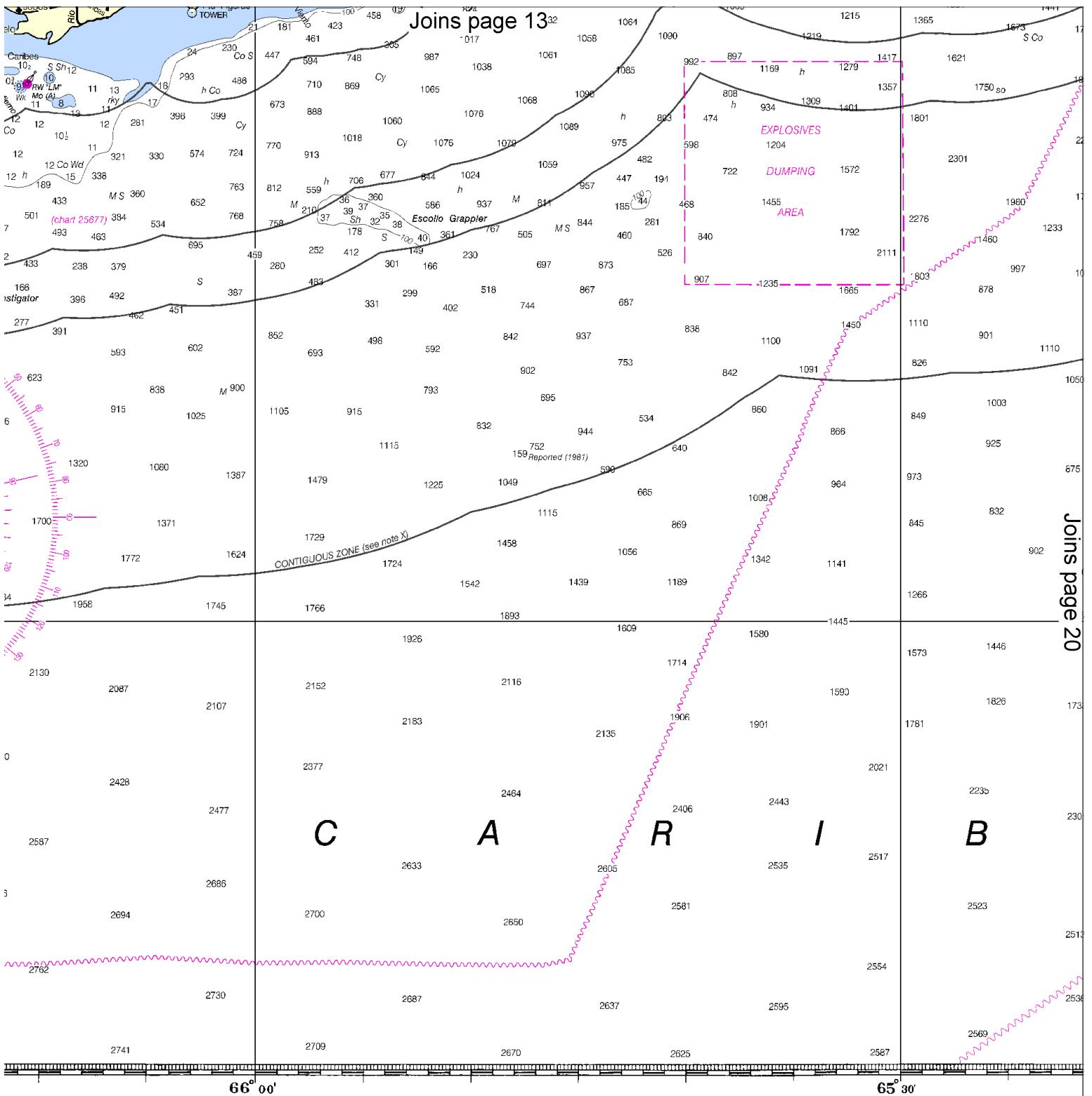
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

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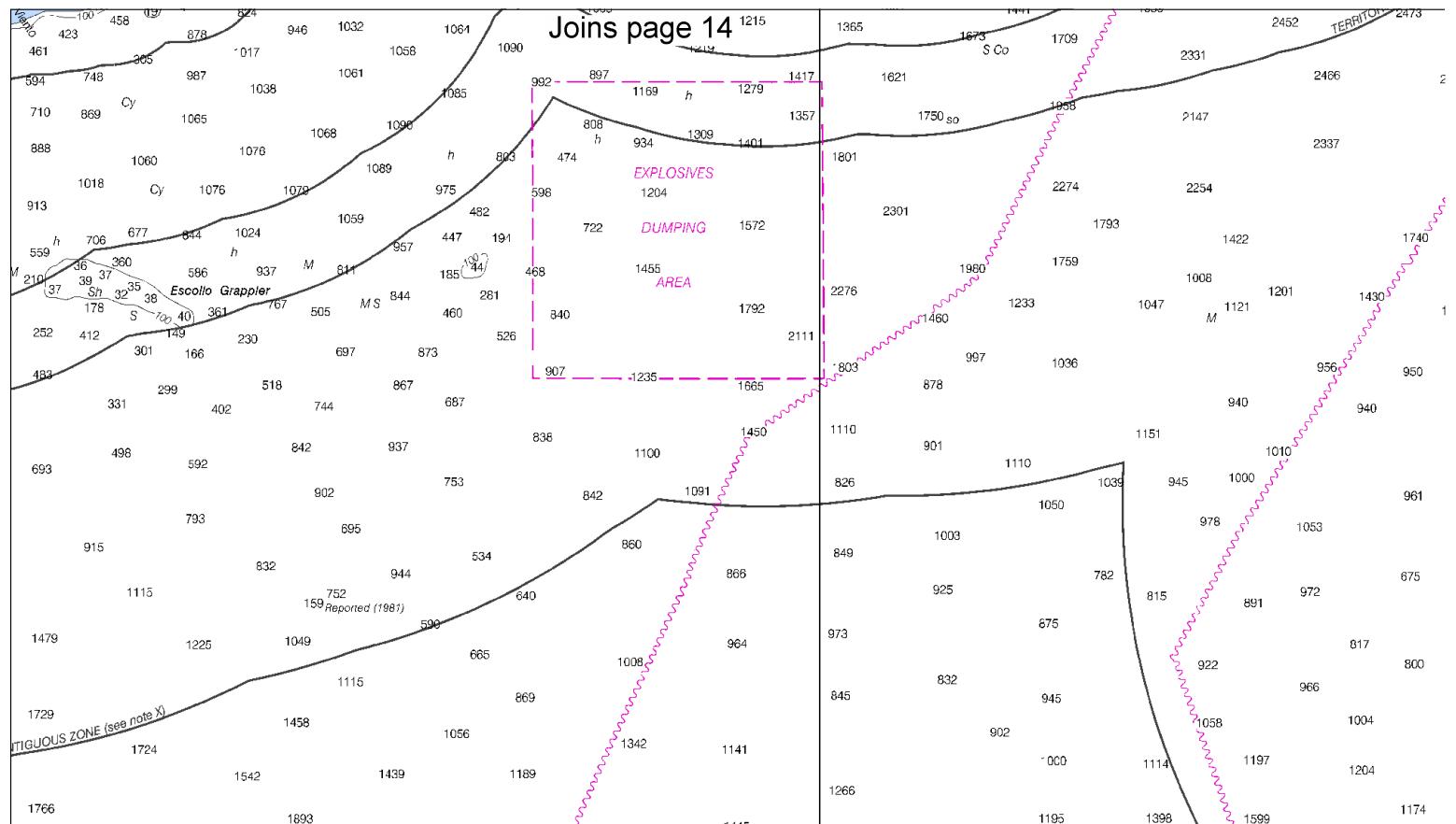
# Joins page 12





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F. COMMERCE  
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## SOUNDINGS IN FA



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Joins page 19

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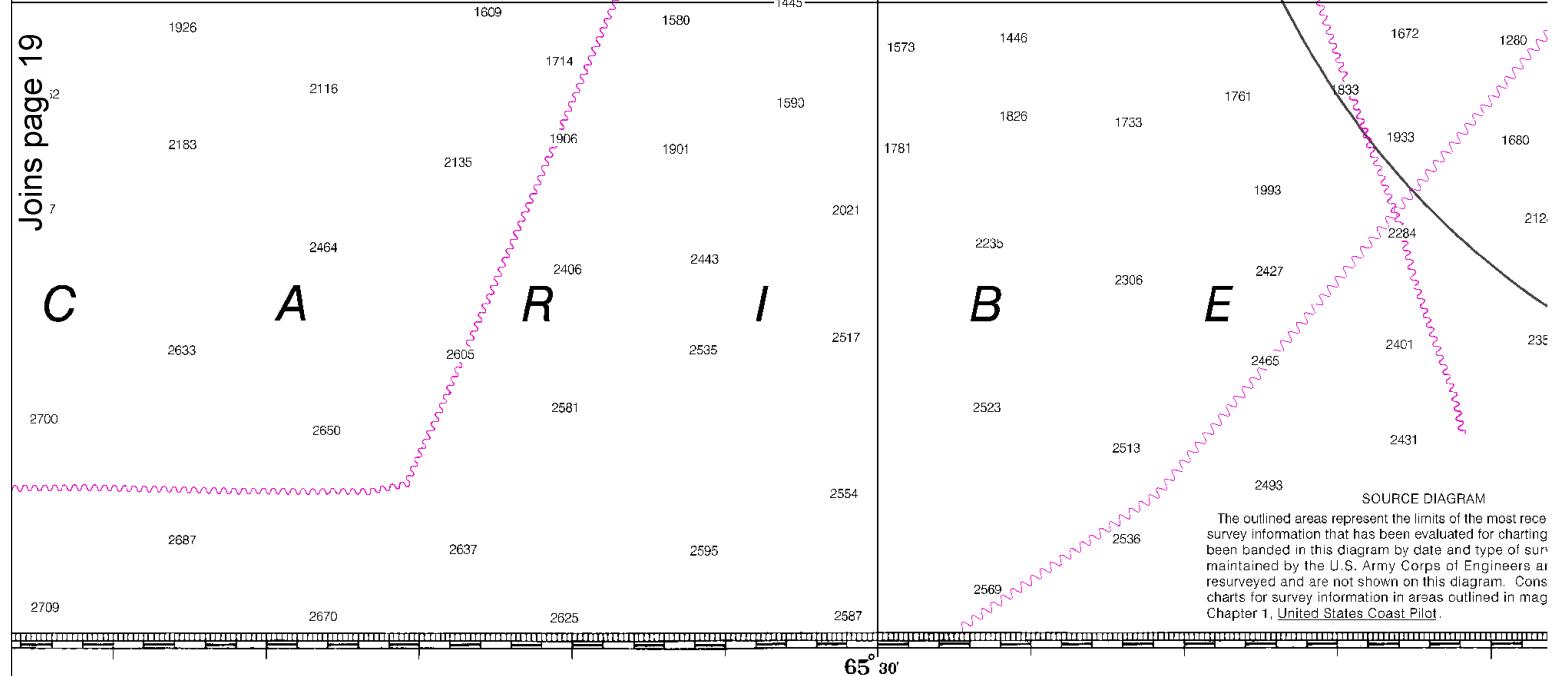
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## SOUNDINGS IN FATHOMS

FATHOMS	1	2	3
FEET	6	12	18
METERS	1.83	3.66	5.49



## Joins page 15

This figure is a detailed nautical chart of the northern Caribbean Sea and southern New England coastlines. The main map displays depth soundings in fathoms, with many values ranging from 100 to 2449. Key features include the "Pipeline Area" near Saint Croix, the "SECURITY ZONE" off the coast of Puerto Rico, and the "Marine Conservation District" (prohibited fisheries areas) around the Virgin Islands. Numerous ports and landmarks are labeled, such as Frederiksted, Christiansted, St. Croix, Port Alucox, Vagthus Pt., Milford Pt., and HOVESA. The map also includes a "CONTIGUOUS ZONE" and a "TERITORIAL SEA" boundary. A large inset map at the bottom right provides a regional overview of the North Atlantic Ocean, specifically focusing on the area around Puerto Rico and the Virgin Islands. The inset map shows the locations of Isla Desecheo, Isla de Mona, Isla de Vieques, Culebra, St. Thomas, St. John, and St. Croix. It also indicates the survey coverage levels (A, B2, B3, B5) for different parts of the region. The inset map is titled "SOURCE" and includes a legend for these coverage levels.

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## EMERGENCY INFORMATION

### **VHF Marine Radio channels for use on the waterways:**

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### **Distress Call Procedures**

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Puerto Rico** – (787) 289-2140

**Coast Guard Virgin Islands** – (284) 494-4357

**Coast Guard Virgin Islands Duty Cell Phone** – (284) 499-0911

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

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**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

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